



PD Modification Application: MM 23-0281

Zoning Hearing Master Date: October 16, 2023

BOCC Land Use Meeting Date: December 12, 2023

1.0 APPLICATION SUMMARY

Applicant: P.J. Callaghan Company, Inc./
Grant McLaughlin

FLU Category: CMU-12 (Community Mixed Use – 12), R-1 (Residential – 1)

Service Area: Rural

Site Acreage: 44.34

Community Plan Area: Thonotosassa

Overlay: None



Introduction Summary

PD 04-1681 was approved in 2005 to allow the property located at the southeast corner of the County Road 579 (C.R. 579, Mango Road) and N US Highway 301 (US 301) intersection to be used as a truck terminal facility with up to 76,366 square feet (SF) of gross floor area (GFA) with up to 52,732 SF to be used as warehouse space. The applicant is requesting a modification to add five truck bays and 9,800 SF of warehouse space to be used for appointment warehouse purposes and to increase the overall maximum GFA to 86,166 SF.

The purpose of the appointment building, and additional bays is to support the existing cross dock facility. Cross dock operations typically consist of freight coming in, being sorted, and shipped out on the same day. The appointment warehouse will be used as a storage area for freight that is not ready to be shipped out immediately. The Appointment Warehouse will not impact the existing hours of operation, which will remain Monday through Friday, 9:00AM to 5:00PM.

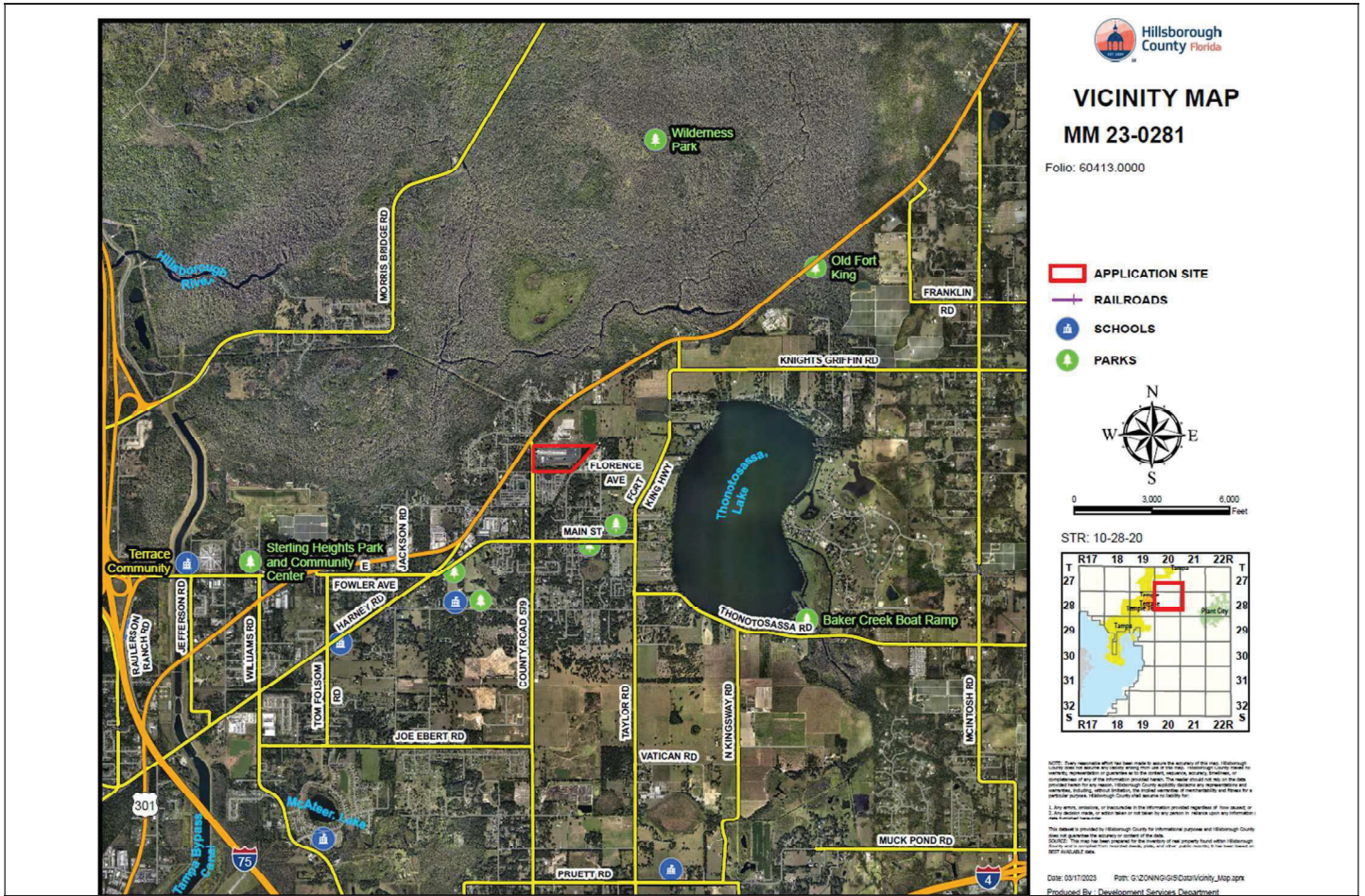
Existing Approvals	Proposed Modifications
Site development to allow: 352 trailer spaces; 30 tractor spaces; 8,726 SF of office space; 14,908 SF of garage area; and 52,732 SF of warehouse space with up to 180 truck bay doors.	Increase the maximum warehouse space from 52,732 square feet to 62,532 SF, increase the maximum number of truck bays from 180 to 185 truck bay doors, and increase the overall GFA of the property from 76,366 to 86,166 SF.

Additional Information	
PD Variation(s)	None
Waiver(s) to the Land Development Code	None

Planning Commission Recommendation Consistent	Development Services Recommendation Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Context of Surrounding Area:

The subject property is located approximately 200 feet southeast of the C.R. 579 and US 301 intersection in the Thonotosassa Community Plan Area. The uses in the immediate vicinity include mobile home and RV parks, warehousing, open storage, single-family residential, and vacant lands.

North: The abutting properties to the north are zoned PD 93-0242 and ASC-1. The property to the north that is designated PD 93-0242 is approved for manufacturing, commercial general and commercial intensive uses; the property is currently used for open storage.

South: The subject property abuts the Florence Avenue right-of-way, an 80-foot wide right-of-way with 2-lane asphalt road. The properties to the south and southwest of the Florence Avenue are zoned PD 92-0185 and are developed for RV and mobile home park use.

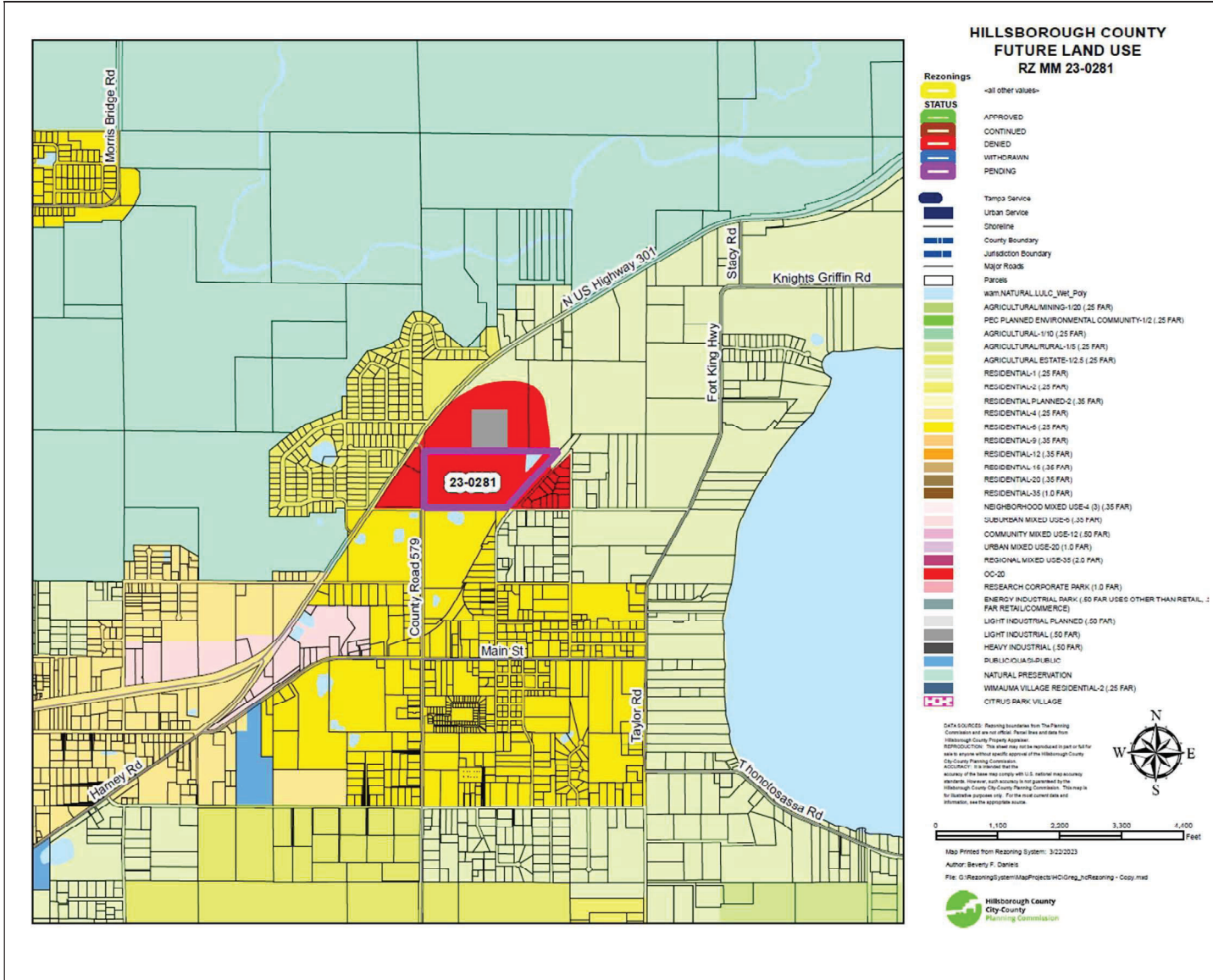
East: The property to the east is zoned CI and is developed for warehouse use.

West: The subject property abuts CR 579 right-of-way to west. The CR 579 segment abutting the subject property is a 2-lane collector roadway located within an 80-foot wide right-of-way. The properties located opposite of CR 579 are zoned CI and include one property developed for flex-warehouse space and another property that is undeveloped.

Single-family properties within the general vicinity include a residential subdivision located approximately 275 feet to the west of the subject property, along the western boundary of US 301. A single-family neighborhood is also located approximately 120 feet from the southeast corner of the subject property.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category	Office Commercial (OC-20) and Residential – 1 (Res – 1)
Maximum Density/FAR	OC-20: 20 DU per GA/FAR: 0.75 Res – 1: 1.0 DU per GA/FAR: 0.25
Typical Uses	OC-20: Community commercial, office, mixed use development, and compatible residential. Res – 1: Farms, ranches, residential, rural scale neighborhood commercial, offices, and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	PD (93-0242)	DU per GA: NA/ FAR: 0.27 – 0.75	Manufacturing; Commercial General, Restricted; Commercial Intensive, restricted	Open Storage
North	ASC-1	1 DU per GA: / FAR: NA	Agricultural, Single-Family	Stormwater
South	PD (92-0185)	6 DU/GA and 12 RV/GA FAR: NA	Mobile Home Park and RV Park	Mobile Home and RV Park
	PD (92-0190)	6 DU/GA and 12 RV/GA FAR: NA	Mobile Home Park and RV Park	Stormwater
East	CI	DU per GA: NA/ FAR: 0.30	Intensive Commercial and Service	Warehouse
West	CI	DU per GA: NA/ FAR: 0.30	Intensive Commercial and Service	Warehouse

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
CR 579 (Mango Road)	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	159	33	36
Proposed	178	34	37
Difference (+/-)	+19	+1	+1

*Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
C.R. 579 (Mango Road)	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input checked="" type="checkbox"/> Surface Water Resource Protection Area <input checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Report
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees: Rural Mobility, Northeast Fire - Warehouse, 9,800 SF Warehouse (Per 1,000 SF) Mobility: \$1,992 * 9.8 = \$ 19,521.60 Fire: \$ 34 * 9.8 = \$ 333.20				
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Based on the adjacent zonings and uses identified in this report and the relative scale of the proposed additions, staff finds the proposed modification to PD 04-1681 compatible with the existing zoning districts and development pattern in the area.

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request subject to conditions.

6.0 PROPOSED CONDITIONS

Approval – Approval, subject to the conditions listed below, is based on the site plan received ~~June 16, 2010~~September 27, 2023.

1. The project shall be limited to a truck terminal facility to include the following:
 - A maximum of 352 trailer spaces. ~~Prior to Site Plan Certification the General Site Plan shall be revised to reflect the total number of trailer spaces.~~
 - A maximum of 30 tractor spaces.
 - A maximum of 234 employee spaces.
 - Office space containing a maximum of 8,726 square feet.
 - A garage containing a maximum of 14,908 square feet.
 - A maximum of ~~52,732~~ 62,532 square feet of warehouse space containing a maximum of ~~180~~ 185 doors.
2. Unless otherwise specified herein, the site shall be developed in accordance with the CI zoning district.
3. Buffering and screening shall be provided in accordance with the Land Development Code and subject to the following:
 - 3.1 A minimum 200-foot buffer area shall be provided along the southern project boundary as shown on the site plan. All existing vegetation, excluding invasive species as defined by the Land Development Code, shall be maintained within said buffer. Removal of any vegetation within this area shall require review and approval by the Natural Resources Section of Planning and Growth Management.
 - 3.2 A minimum 135-foot buffer area shall be provided along C.R. 579 in the area shown on the general site plan. Removal of any vegetation within this area shall require review and approval by the Natural Resources Section of Planning and Growth Management.
 - 3.3 Buffering along the eastern project boundary shall be as shown on the site plan. All existing vegetation, excluding invasive species as defined by the Land Development Code, shall be maintained within said buffer. Remove of any vegetation within this area shall require review and approval by the Natural Resources Section of Planning and Growth Management.
 - 3.4. If removal of invasive species results in a buffer that has less than 75% opacity, the developer shall be required to provide additional plantings subject to review and approval by County staff.
4. Retention facilities and any other construction-related activity shall not breach the clay confining layer, and in no event shall contact with the limestone aquifer be allowed. Should any noticeable soil slumping or sinkhole formation become evident, the applicants/developers shall immediately notify the County, Tampa Bay Water and SWFWMD, and adopt one (1) or more of the following procedures as determined to be appropriate by the County and SWFWMD:
 - 4.1. If the slumping or sinkhole formation becomes evident before or during construction activities, stop all work (except for mitigation activities) in the affected area and remain stopped until the County and SWFWMD approve resuming construction activities.
 - 4.2. Take immediate measures to ensure no surface water drains into the affected areas.
 - 4.3. Visually inspect the affected area.
 - 4.4. Excavate and backfill as required to fill the affected area and prevent further subsidence.
 - 4.5. Use geotextile materials in the backfilling operation, when appropriate.

- 4.6. If the affected area is in the vicinity of a water retention area, maintain a minimum distance of five (5) feet from the bottom of the retention pond to the surface of the limerock clay or karst connection.
- 4.7. If the affected area is in the vicinity of a water retention area and the above methods do not stabilize the collapse, relocate the retention area.
5. Discharge of stormwater into depressions with direct or demonstrated hydrologic connection to the Floridian Aquifer is prohibited.
6. A 10-foot wall, consisting of foam encapsulated in stucco, shall be provided surrounding the facility in the areas shown on the general site plan. Said wall shall be constructed prior to any expansion of the existing trucking facility to include the expansion of additional parking spaces, office space or garage space.
7. External loudspeakers shall not be permitted.
- ~~8. Prior to Concurrence approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The applicant shall hold a methodology meeting with Transportation Staff, prior to Concurrence Approval, to determine the scope of the required traffic analysis. If warranted, the turn lanes shall be constructed to FDOT and/or Hillsborough County standards. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. If warranted, the Developer shall construct, at his expense, the following:
 - 8.1 Southbound left turn lane on CR 579 @ each project access;
 - 8.2 Extend NB left turn lane on CR 579 @ US 301 to southbound left turn lane provided @ project access;
 - 8.3 Extend NB right turn lane on CR 579 @ US 301 south to northern project access;
 - 8.4 Extend northbound right turn lane storage and increase deceleration to FDOT standards; and
 - 8.5 Extend southbound turn lane storage and increase deceleration to FDOT standards.~~
8. If PD 23-0281 is approved, the County Engineer will approve a Design Exception related to the substandard road improvements on C.R. 579. The developer shall construct improvements to C.R. 579, consistent with the Design Exception (dated September 22, 2023) and found approvable by the County Engineer (September 28, 2023). Specifically, the developer shall construct a concrete traffic separator to prevent left turn ingress and egress at the project's northern access connection.
9. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.
10. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
- ~~9.11.~~ Per the LDC, sidewalks shall be constructed on all external roadways. Sidewalks shall be a minimum of five (5) feet in width. Given that the site is currently developed, the Developer, if approved by Site Development Staff, may be allowed to take credit for the existing sidewalk on the west side of C.R. 579. If the Developer is allowed to take credit for the sidewalk, then the Developer shall fill in the missing gap between the current terminus of the sidewalk, south of US 301, and extend it north to US 301.
- ~~10.12.~~ Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
- ~~11.13.~~ If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land

Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.


12.14. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

13.15. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the ~~Planning and Growth Management~~ Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required. The general certified site plan from PRS 08-0701 shall be used for PRS 10-0763 certification.

14.16. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

17. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:


J. Brian Grady
Fri Oct 6 2023 10:54:34

SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary

APPLICATION NUMBER: MM 23-0281

ZHM HEARING DATE: October 16, 2023

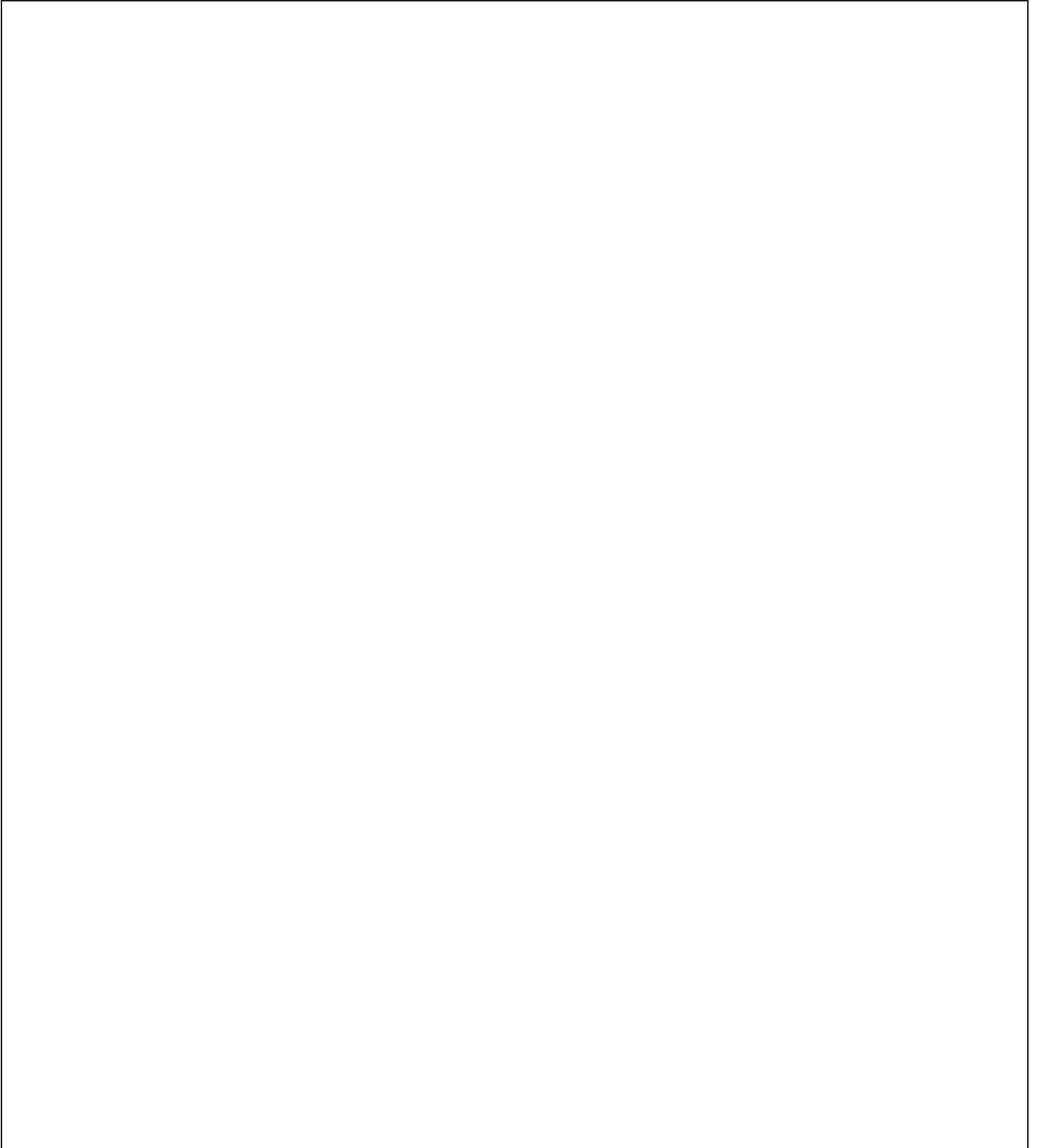
BOCC LUM MEETING DATE: December 12, 2023

Case Reviewer: Sam Ball

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

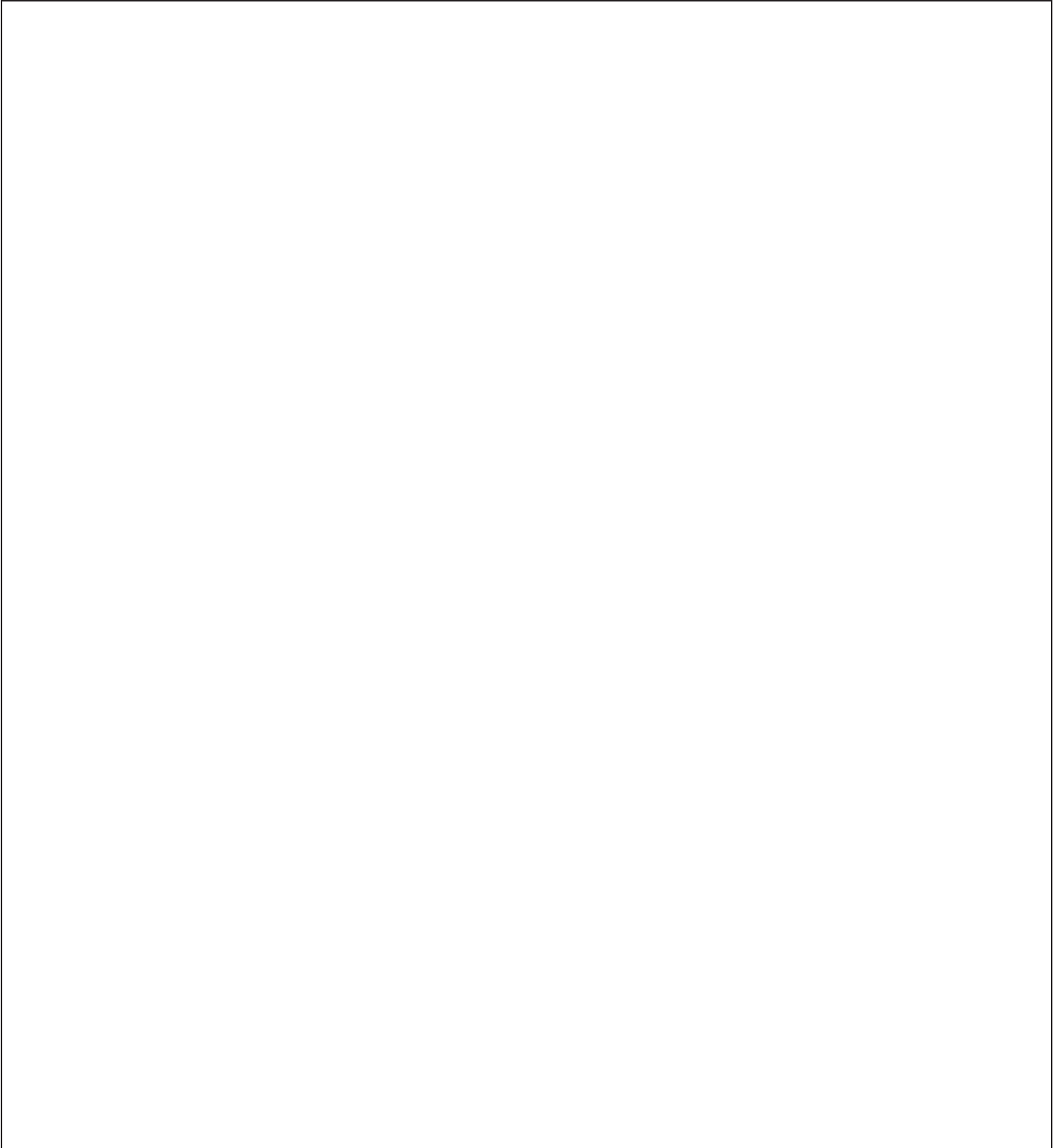
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA: TH/Central

DATE: 10/04/2023
AGENCY/DEPT: Transportation
PETITION NO: MM 23-0281

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

CONDITIONS OF ZONING APPROVAL

New Conditions:

- If PD 23-0281 is approved, the County Engineer will approve a Design Exception related to the substandard road improvements on CR 579. The developer shall construct improvements to CR 579. consistent with the Design Exception (dated September 22, 2023) and found approvable by the County Engineer (September 28, 2023). Specifically, the developer shall construct a concrete traffic separator to prevent left turn ingress and egress at the project's northern access connection.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.
- Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

Revised Conditions:

~~8. Prior to Concurrence approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The applicant shall hold a methodology meeting with Transportation Staff, prior to Concurrence Approval, to determine the scope of the required traffic analysis. If warranted, the turn lanes shall be constructed to FDOT and/or Hillsborough County standards. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. If warranted, the Developer shall construct, at his expense, the following:~~

~~8.1 Southbound left turn lane on CR 579 @ each project access~~

~~8.2 Extend NB left turn lane on CR 579 @ US 301 to southbound left turn lane provided @ project access~~

- ~~8.3 — Extend NB right turn lane on CR 579@ US 301 south to northern project access;~~
- ~~8.4 — Extend northbound right turn lane storage and increase deceleration to FDOT standards; and~~
- ~~8.5 — Extend southbound turn lane storage and increase deceleration to FDOT standards.~~

[Staff recommends deletion of this condition, as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), this condition is no longer enforceable.]

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to modify PD 04-0168, as most recently amended by PRS 10-0763, to increase the square footage of the approved trucking distribution uses, consisting of a 76,366 sf, to a total of 88,166 sf to accommodate associated appointment warehouse building operations and 5 new truck bays. The site is located on the east side of CR 579 (Mango Rd.) +/-218 feet south of US Hwy 301. The Future Land Use designation is Office Commercial 20 (OC-20) and Residential 1 (R-1).

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved PD:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 76,366 sf, Warehouse (ITE 150)	159	33	36

Proposed PD Modification:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 88,166 sf, Warehouse (ITE 150)	178	34	37

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	+19	+1	+1

The proposed rezoning would generally result in an increase of trips potentially generated by +19 average daily trips, +1 trips in the a.m. peak hour, and +2 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on the east side of CR 579 (Mango Rd).

Mango Rd. (CR 579) is a 2-lane, undivided, substandard, rural arterial roadway characterized by +/- 12-foot-wide travel lanes with +/-5-foot paved shoulders in average condition. The roadway lines within a +/- 90-foot wide right-of-way along the project's frontage. There is a +/- 5-foot side sidewalk along the west side of Mango Rd. in the vicinity of the proposed project.

Pursuant to the County Transportation Technical Manual, the corresponding TS-7, rural roadway requires 12-foot lanes, 5-foot paved shoulders (8-foot total), ditches and sidewalks on both sides within 96 feet of right of way.

Staff notes that some improvements were made to the roadway to comply with development of the PD 04-1681 rezoning, however, the roadway does not comply with current standards. The applicant is proposing a design exception to make additional improvements as discussed in greater detail herein under the sections titled "Site Access" and "Requested Design Exception"

SITE ACCESS

The approved PD has two access connections to Mango Rd. The southern driveway is a full access connection served by an existing southbound left turn lane. The northern driveway is a restricted right-in/right-out access as indicated by the gored median pavement markings.

Staff raised concerns about the existing condition of the northern access due to the increase in trips to the site, especially truck traffic, that the pavement marking are insufficient to prevent unsafe left turn inbound and outbound movements at this location. As such the applicant is addressing these safety/operational concerns via the design exception process to make substandard roadway improvements triggered by the project that will effectively deter illegal left turns at the northern driveway. These improvements are discussed in greater detail in the section titled "Requested Design Exception" herein.

As demonstrated by the site access analysis submitted by the applicant's traffic engineer, the proposed modification does not meet warrants for any new auxiliary lanes.

Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.

REQUESTED DESIGN EXCEPTION – CR 579 (MANGO RD) SUBSTANDARD ROADWAY

As CR 579 (Mango Rd) is a substandard rural arterial roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception (dated September 22, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on September 28, 2023). The developer will be required to construct a concrete separator to prevent left turn ingress and egress at the northern access connection. Staff notes that the design exception also recognizes certain improvement previously constructed.

If this zoning is approved, the County Engineer will approve the Design Exception request.

LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
CR 579 (MANGO RD)	US HWY 301	JOE EBERT RD	D	C

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)

From: Williams, Michael [WilliamsM@HillsboroughCounty.ORG]
Sent: Thursday, September 28, 2023 1:22 PM
To: Bynum, Kevin [kbynum@vhb.com]
CC: Neale Stralow [nstralow@vhb.com]; Ball, Fred (Sam) [BallF@hillsboroughcounty.org];
Perez, Richard [PerezRL@hillsboroughcounty.org]; Tirado, Sheida
[TiradoS@hillsboroughcounty.org]; De Leon, Eleonor [DeLeonE@hillsboroughcounty.org];
PW-CEIntake [PW-CEIntake@hillsboroughcounty.org]
Subject: FW: MM 23-0281 - Design Exception Review
Attachments: 23-0281 DEAdIn 09-25-23.pdf

Importance: High

Kevin,

I have found the attached Design Exception (DE) for PD 23-0281 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: WilliamsM@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

Please note: All correspondence to or from this office is subject to Florida's Public Records law.

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Wednesday, September 27, 2023 6:05 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>; De Leon, Eleonor <DeLeonE@hillsboroughcounty.org>
Cc: Perez, Richard <PerezRL@hillsboroughcounty.org>
Subject: MM 23-0281 - Design Exception Review
Importance: High

Hello Mike,

The attached DE is approvable to me, please include the following people in your response email:

kbynum@vhb.com
nstralow@vhb.com
ballf@hillsboroughcounty.org
perezrl@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

Please note: All correspondence to or from this office is subject to Florida's Public Records law.



Hillsborough County Florida
 Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Revised DE dated 9/22/23 <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	SEFL Tampa Appointment Warehouse Addition
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	06413-0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
Name of Person Submitting Request	VHB - Kevin Bynum, PE
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
Current Property Zoning Designation	PD
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	MM 23-0281
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



September 22, 2023

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
Development Review Director
601 E. Kennedy Blvd. 20th Floor
Tampa, FL 33602

Re: Design Exception (MM 23-0281)
Project Name: SEFL Tampa Appointment Warehouse Addition
Folio #: 060413-0000
12315 CR 579, Thonotosassa, FL
VHB Project No.: 66279.02

Dear Mr. Williams,

Please allow this letter to serve as a request for a Design Exception to Hillsborough County's Technical Manual (TTM) per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Mango Road (CR 579).

The proposed MM 23-0281 application seeks to add 9,800 GSF of new Appointment Warehouse building use to the existing truck terminal facility building as identified in County RZ 04-1681 approval letter dated July 20, 2005. The Appointment Warehouse building and five truck bays will be used to support the existing cross dock facility. The cross dock operations typically consist of freight coming in, being sorted, and shipped out on the same day. The Appointment Warehouse will be used as a storage area for freight that is not ready to be shipped out immediately. The Appointment Warehouse will not impact the existing hours of operation, which will remain Monday through Friday, 9:00AM to 5:00PM.

Specifically, this request is for a Design Exception to TS-7 of the TTM for Mango Road. In its existing conditions Mango Road is an uncurbed two-lane roadway with 12' lanes, 4' paved shoulders, and 5' sidewalks on both sides. The lack of ditches and paved shoulder widths do not currently meet Hillsborough County TS-7 (Local & Collector Rural Roads (2 Lane Undivided)) typical section standards. The County's typical TS-7 cross-section requires a minimum of 96' right-of-way and cannot be constructed within the existing 80' right-of-way limits. Therefore, the design exceptions being requested for this project are as follows:

- 1) Eliminate the roadside ditches as shown by TS-7. There is an existing roadside stormwater collection system consisting of swales, inlets, and a concrete gutter providing drainage along Mango Road.
- 2) Reduce the paved shoulder widths to 4' from the 5' shown by TS-7.

Project Name: SEFL Tampa Appointment Warehouse Addition
Design Exception (MM 23-0281)
Page 2 of 3

The justifications for this Design Exception are as follows:

- 1) Hillsborough County's Mango Road right-of-way is only 80' wide and there is insufficient room to fit the roadside elements of TS-7 which requires a minimum of 96' of right-of-way. In addition, along the western right-of-way line there is an existing retaining wall and railing protecting an environmentally sensitive area which further reduces the usable right-of-way width.
- 2) A Design Exception along with all the supporting documentation including a detailed drainage analysis for this section of Mango Road was previously approved for the same elements identified above and Mango Road was improved to widen the existing lanes, add shoulders, add turn lanes, guardrails, sidewalks, retaining walls, a stormwater pond, and drainage collection system improvements in support of the construction of the existing truck terminal facility.
- 3) A concrete traffic separator is being proposed at the project's northern most driveway to Mango Road to prevent left turns into and out of this driveway.

Should you have any questions please feel free to contact me as needed for your approval for the aforementioned design exceptions.

Sincerely,
Vanasse Hangen Brustlin, Inc.



Kevin M. Bynum, P.E.
Senior Civil Engineer
kbynum@vhb.com

Kevin M. Bynum, State of
Florida, Professional Engineer,
License No. PE 62392

This Item has been digitally
signed and sealed by
Kevin M. Bynum, PE, on
2023.09.25 12:42:14-04'00'

Printed copies of this document are not
considered signed and sealed and the
signature must be verified on any
electronic copies.

Attachments:

Hillsborough County Transportation Technical Manual Drawing No. TS-7
FDOT Standard Plans Index 520-020
General Development Plan - Drawing Number C1.00

Project Name: SEFL Tampa Appointment Warehouse Addition
Design Exception (MM 23-0281)
Page 3 of 3

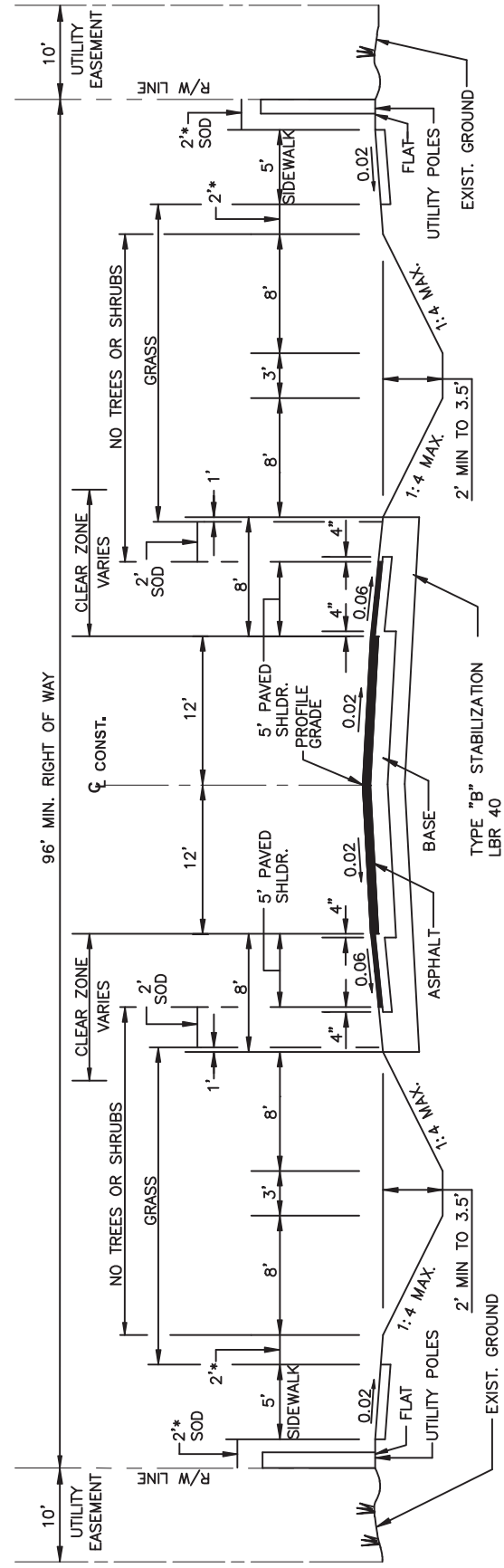
Based on the information provided by the applicant, this request is:

- _____ Disapproved
- _____ Approved
- _____ Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E. (813) 276-8364, TiradoS@hillsboroughcounty.org.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

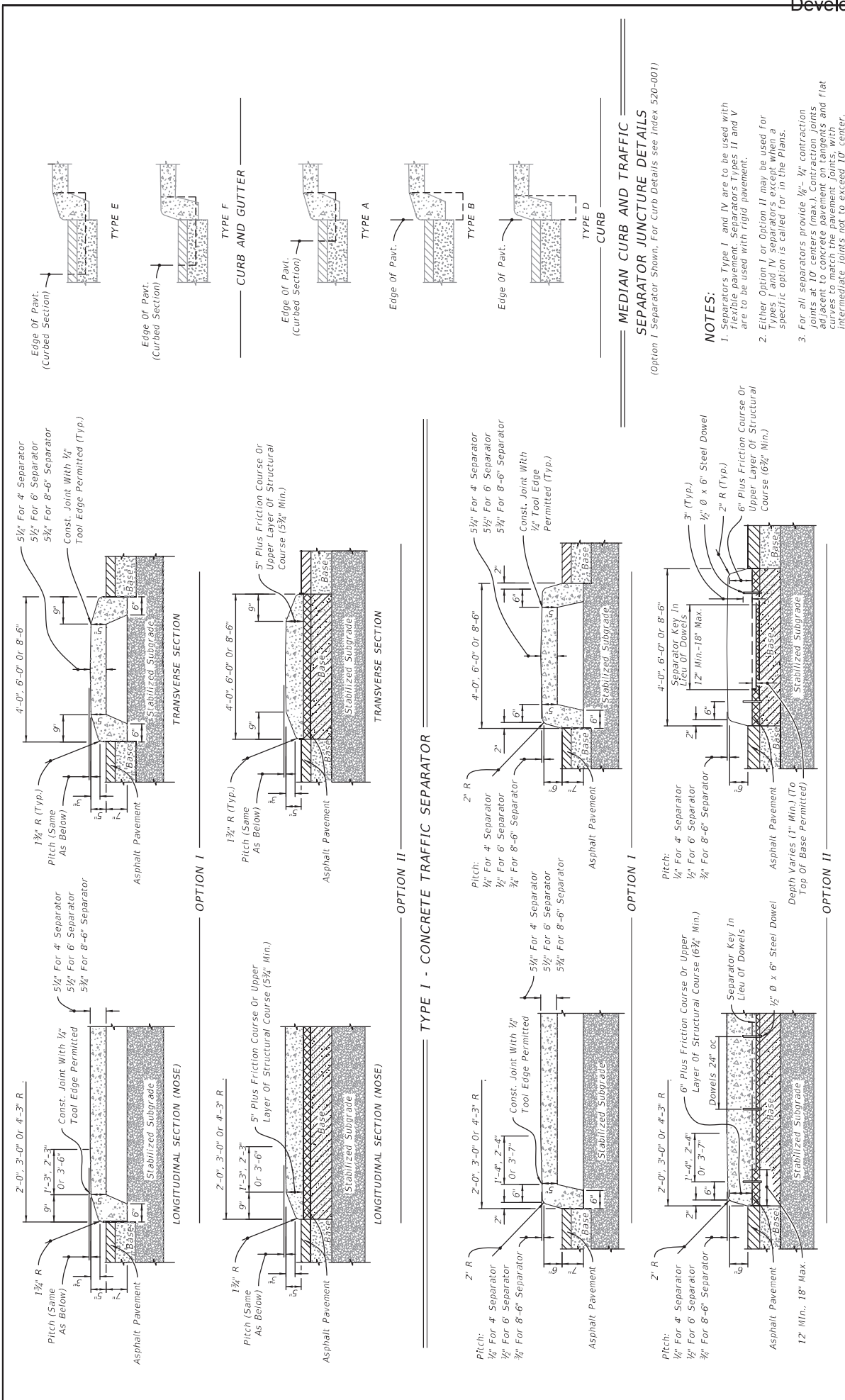


TYPICAL SECTION

N.T.S.
FOR LESS THAN 10,000 AADT
MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

DRAWING NO. TS-7	<p>LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION</p>
SHEET NO. 1 OF 1	
	<p>TRANSPORTATION TECHNICAL MANUAL</p>
REVISION DATE: 10/17	23-0281

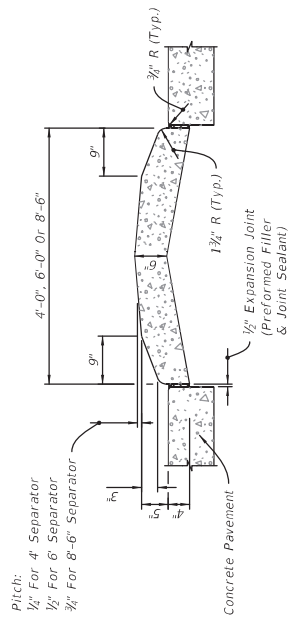


MEDIAN CURB AND TRAFFIC SEPARATOR JUNCTURE DETAILS
 (Option I Separator Shown. For Curb Details see Index 520-001)

NOTES:

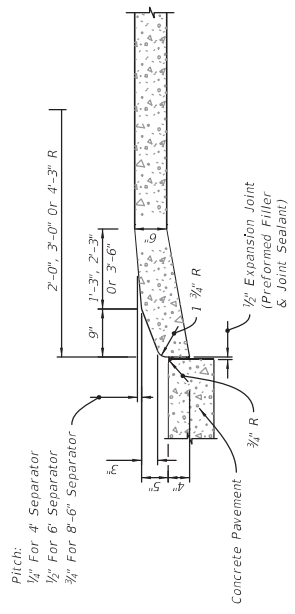
- Separators Type I and IV are to be used with Flexible pavement. Separators Types II and V are to be used with rigid pavement.
- Either Option I or Option II may be used for Types I and IV separators except when a specific option is called for in the Plans.
- For all separators provide 1/8" - 1/2" contraction joints at 10' centers (max.). Contraction joints adjacent to concrete pavement on tangents and flat curves shall be provided. For curves, intermediate joints not to exceed 10' center.

ROADWAY INSTALLATIONS - FLEXIBLE PAVEMENT		SHEET
TRAFFIC SEPARATORS		INDEX
STANDARD PLANS		520-020
FY 2022-23		1 of 5
DESCRIPTION:		
LAST REVISION	11/01/17	

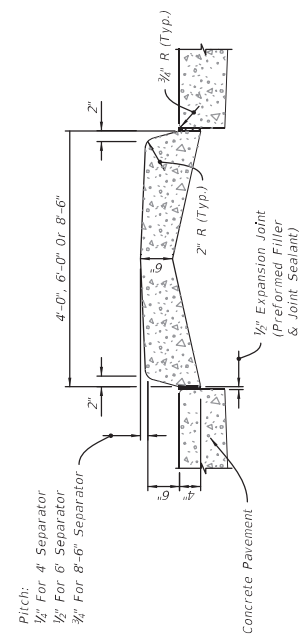


TRANSVERSE SECTION

TYPE II - CONCRETE TRAFFIC SEPARATOR

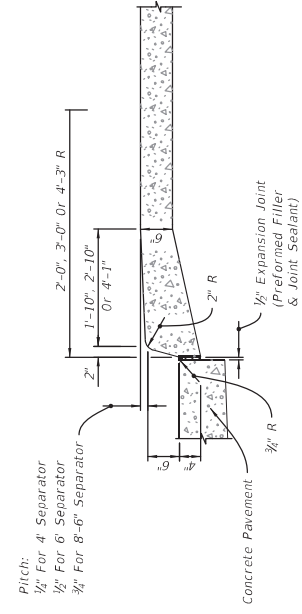


LONGITUDINAL SECTION (NOSE)



TRANSVERSE SECTION

TYPE V - CONCRETE TRAFFIC SEPARATOR

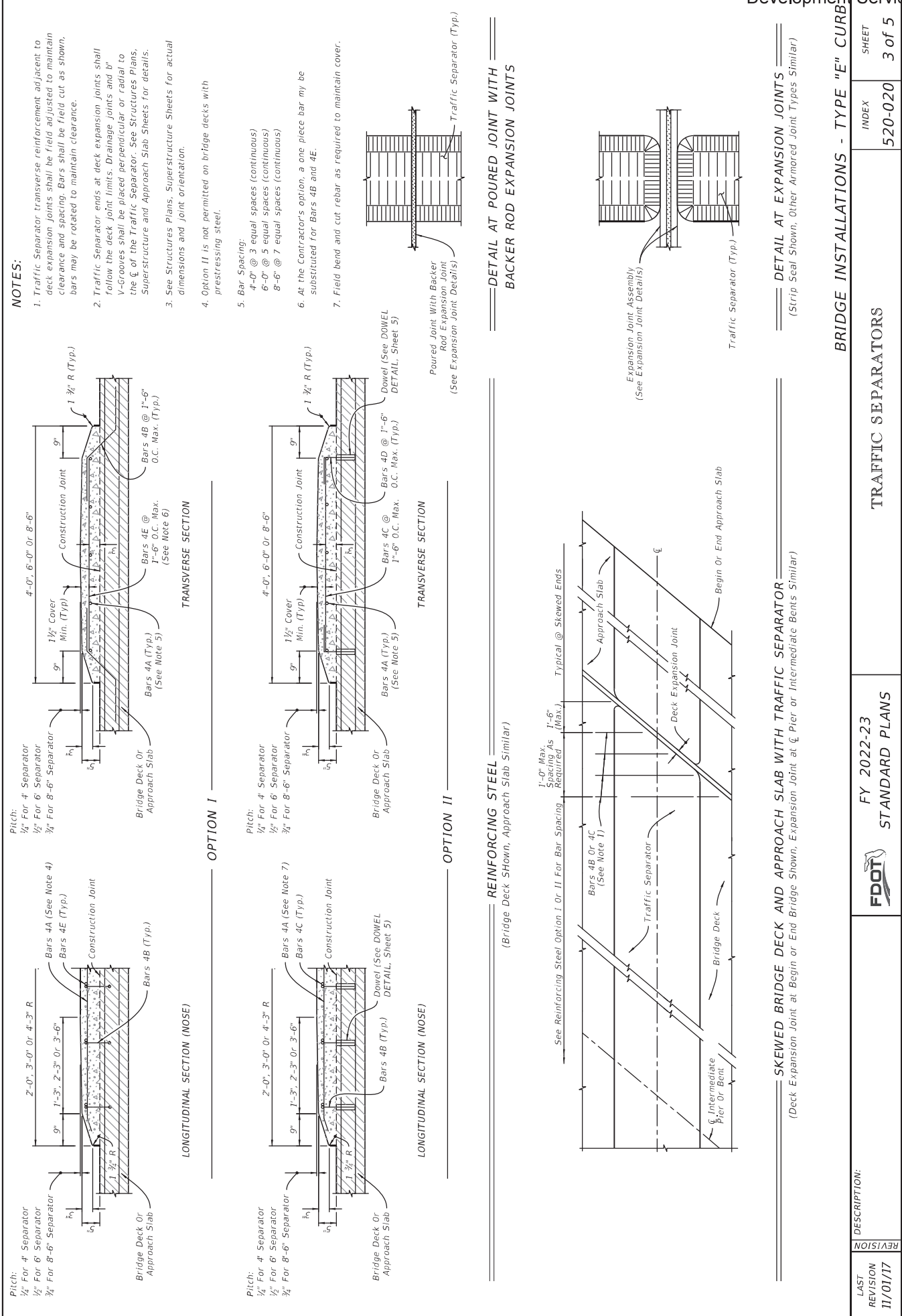


LONGITUDINAL SECTION (NOSE)

DESCRIPTION:	ROADWAY INSTALLATIONS - RIGID PAVEMENT
REVISION	INDEX
II/01/17	520-020
	SHEET
	2 of 5

DESCRIPTION:	FY 2022-23 STANDARD PLANS
REVISION	
II/01/17	





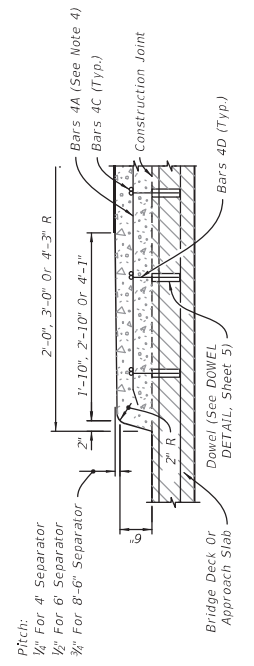
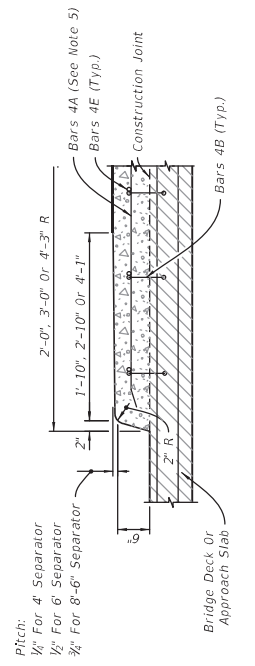
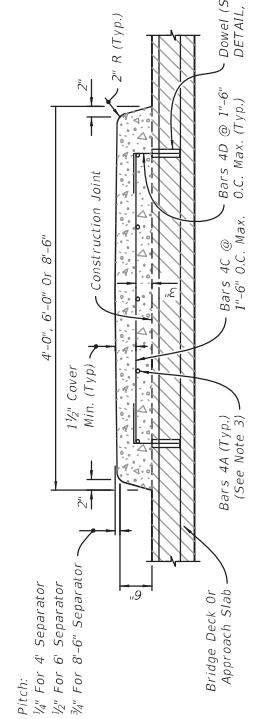
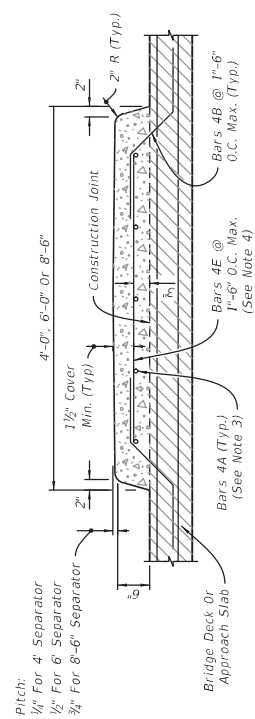
NOTES:

1. Traffic Separator transverse reinforcement adjacent to deck expansion joints shall be field adjusted to maintain clearance and spacing. Bars shall be field cut as shown, bars may be rotated to maintain clearance.
2. Traffic Separator ends at deck expansion joints shall follow the deck joint limits. Drainage joints and V-Grooves shall be placed perpendicular or radial to the ϕ of the Traffic Separator. See Structures Plans, Superstructure and Approach Slab Sheets for details.
3. See Structures Plans, Superstructure Sheets for actual dimensions and joint orientation.
4. Option II is not permitted on bridge decks with prestressing steel.
5. Bar Spacing:
 4'-0" @ 3 equal spaces (continuous)
 6'-0" @ 5 equal spaces (continuous)
 8'-6" @ 7 equal spaces (continuous)
6. At the Contractor's option, a one piece bar may be substituted for Bars 4B and 4E.
7. Field bend and cut rebar as required to maintain cover.

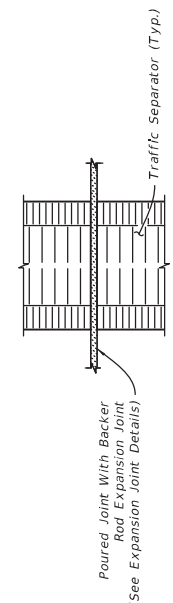
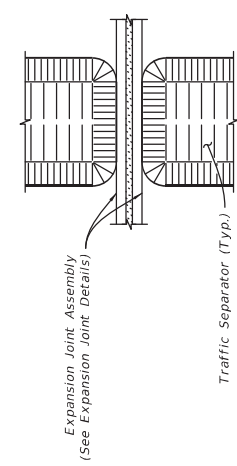
<p>BRIDGE INSTALLATIONS - TYPE "E" CURB</p>	
<p>INDEX</p>	<p>520-020</p>
<p>SHEET</p>	<p>3 of 5</p>
<p>TRAFFIC SEPARATORS</p>	
<p>DESCRIPTION:</p>	<p>SKewed Bridge Deck and Approach Slab with Traffic Separator (Deck Expansion Joint at Begin or End Bridge Shown, Expansion Joint at ϕ Pier or Intermediate Bents Similar)</p>
<p>REVISION</p>	<p>11/01/17</p>
<p>LAST REVISION</p>	<p>11/01/17</p>
<p>STANDARD PLANS</p>	<p>FY 2022-23</p>
<p>FOOT</p>	<p>STANDARD PLANS</p>

NOTES:

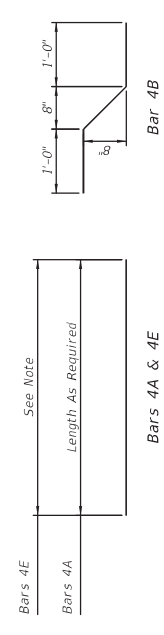
1. Treatment of separators on straight bridges shown. For additional notes and treatment of separators on skewed bridges, see Sheet 2.
2. Option II is not permitted on bridge decks with prestressing steel.
3. Bar Spacing:
 4'-0" @ 3 equal spaces (continuous)
 6'-0" @ 5 equal spaces (continuous)
 8'-6" @ 7 equal spaces (continuous)
4. At the Contractor's option, a one piece bar may be substituted for Bars 4B and 4E.
5. Field bend and cut rebar as required to maintain cover.



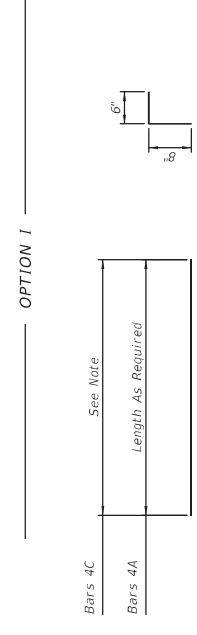
REINFORCING STEEL
(Bridge Deck Shown, Approach Slab Similar)



<p>BRIDGE INSTALLATIONS - TYPE "F" CURB</p>		<p>SHEET</p> <p>4 of 5</p>
<p>TRAFFIC SEPARATORS</p>		<p>INDEX</p> <p>520-020</p>
<p>LAST REVISION</p> <p>11/01/17</p>	<p>DESCRIPTION:</p> <p>STANDARD PLANS</p>	<p>FY 2022-23</p>



NOTE:
Length of Bars 4E is 2'-5" For 4'-0" Separator.
Length of Bars 4E is 4'-5" For 6'-0" Separator.
Length of Bars 4E is 6'-11" For 8'-6" Separator.

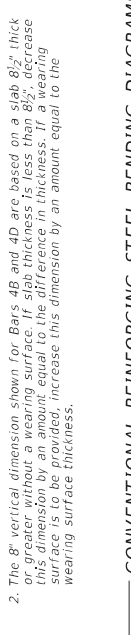


OPTION I

See Note
Length As Required

Bars 4A & 4C

NOTE:
Length of Bars 4C is 2'-4½" For 4'-0" Separator.
Length of Bars 4C is 4'-4½" For 6'-0" Separator.
Length of Bars 4C is 6'-10½" For 8'-6" Separator.

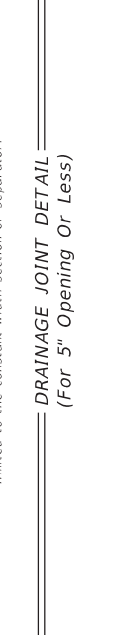


OPTION II

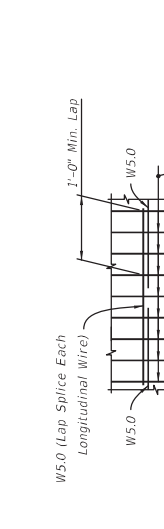
See Note
Length As Required

Bars 4A & 4E

NOTE:
Length of Bars 4E is 2'-5" For 4'-0" Separator.
Length of Bars 4E is 4'-5" For 6'-0" Separator.
Length of Bars 4E is 6'-11" For 8'-6" Separator.



NOTE:
Length of Bars 4E is 2'-5" For 4'-0" Separator.
Length of Bars 4E is 4'-5" For 6'-0" Separator.
Length of Bars 4E is 6'-11" For 8'-6" Separator.

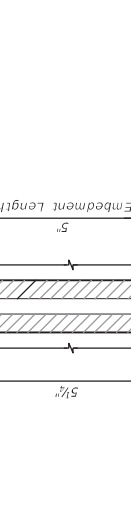
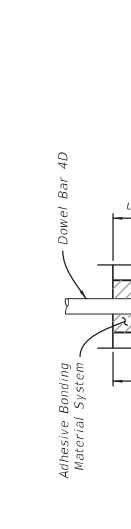


SPLICE DETAIL
(Between WWR 3 x 4 - W5.0 x W6.7 Sections)

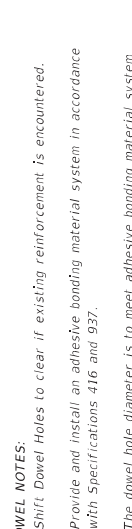
OPTION A: Use Welded Wire Reinforcement 3 x 4 - W5.0 x W6.7 as required by plans in place of Bars 4A, 4B and 4E. Bend the Welded Wire Reinforcement to the dimensions of Bar 4B shown in the Bending Diagram for Reinforcing Steel Option I.

OPTION B: Use Welded Wire Reinforcement 3 x 4 - W5.0 x W6.7 as required by plans in place of Bars 4A and 4C shown in Reinforcing Steel Option II.

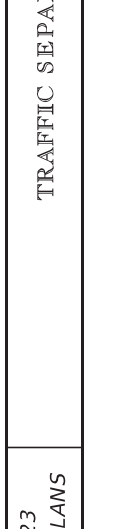
NOTE: Welded Wire Reinforcement to consist of smooth wire meeting the requirements of Specification 931.



DOWEL NOTES:
1. Shift Dowel Holes to clear if existing reinforcement is encountered.
2. Provide and install an adhesive bonding material system in accordance with Specifications 416 and 937.
3. The dowel hole diameter is to meet adhesive bonding material system manufacturer's requirements.



See Structures Plans, Superstructure Sheets for location(s) of drainage joints. Locations for drainage joints shall be limited to the constant width section of separator.



ESTIMATED TRAFFIC SEPARATOR QUANTITIES:

CONCRETE:		CONSTANT WIDTH OF SEPARATOR:	
	TYPE "E"	TYPE "E"	TYPE "E"
4'-0"	Width = 0.056 CY per Ft.	-	0.072 CY per Ft.
6'-0"	Width = 0.089 CY per Ft.	-	0.112 CY per Ft.
8'-6"	Width = 0.132 CY per Ft.	-	0.164 CY per Ft.

MOSE:		TYPE "E"	
	TYPE "E"	TYPE "E"	TYPE "E"
4'-0"	Width = 0.080 CY	-	0.109 CY
6'-0"	Width = 0.193 CY	-	0.257 CY
8'-6"	Width = 0.403 CY	-	0.536 CY

REINFORCING STEEL:
(All quantities are based on an 8½" slab.)

OPTION I:

4'-0"	Width - 6.37 Lbs. per Ft.
6'-0"	Width - 8.60 Lbs. per Ft.
8'-6"	Width - 11.05 Lbs. per Ft.

OPTION II:

4'-0"	Width - 4.77 Lbs. per Ft.
6'-0"	Width - 7.00 Lbs. per Ft.
8'-6"	Width - 9.45 Lbs. per Ft.

BRIDGE INSTALLATIONS - TYPE "E" AND "F" CURB

TRAFFIC SEPARATORS

FY 2022-23 STANDARD PLANS

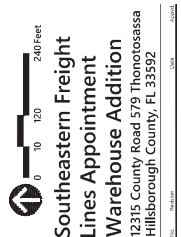
LAST REVISION	DESCRIPTION:	INDEX	SHEET
11/01/17		520-020	5 of 5

Developer
 420 Dorrington Road
 Leesville, SC 29673

Civil Engineer and Planner
 501 E. Kennedy Blvd., Suite 1010
 Tampa, FL 33602

September 22, 2023

Vertical Datum NAVD 1988



**Southeastern Freight
 Lines Appointment
 Warehouse Addition**

12315 County Road 579 Thimotossassa
 Hillsborough County, FL 33592

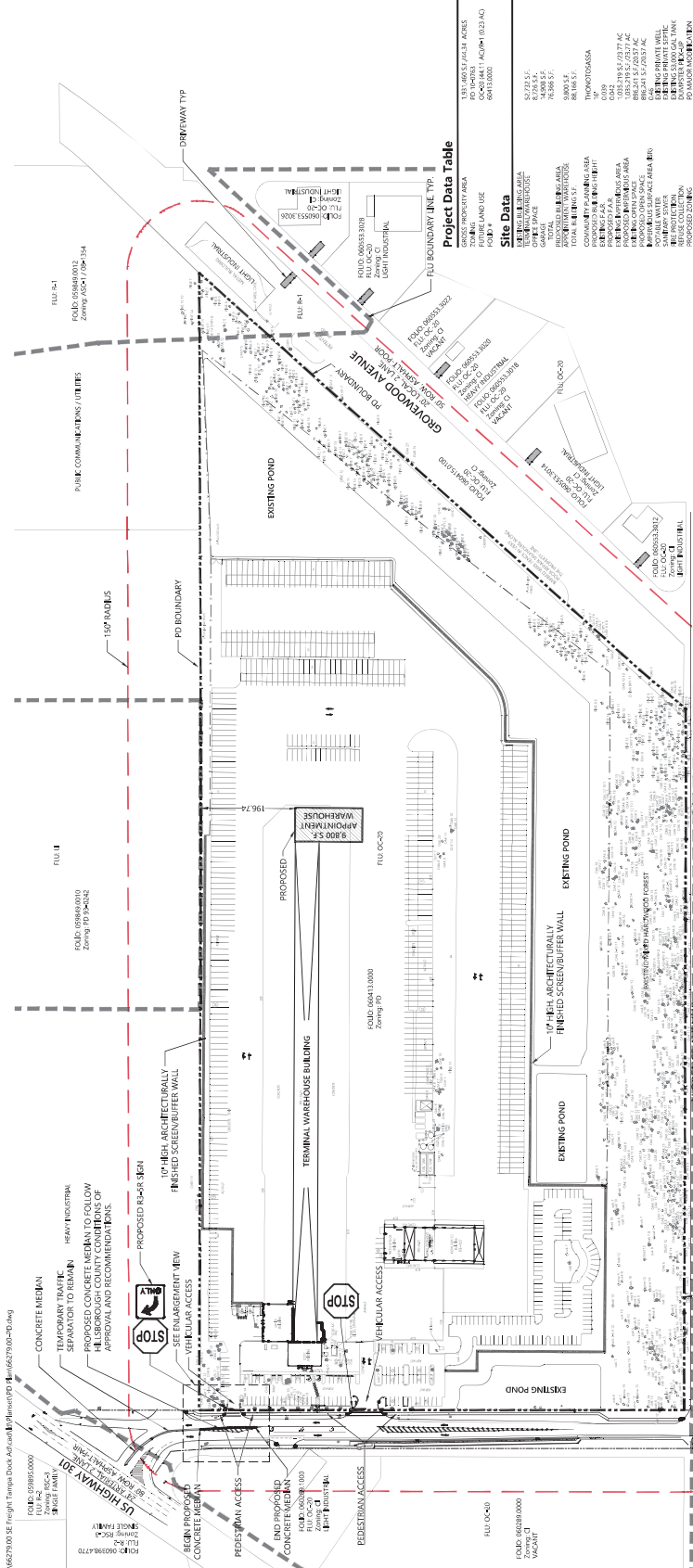
PD Major Modification

September 22, 2023

C1.00

Project No. 66279.02
 66279.02 - PD-ING

Scale: _____



Parking
 100.00000000
 100.00000000
 100.00000000
 100.00000000

Minimum Building Setbacks
 10.00000000
 10.00000000
 10.00000000
 10.00000000

Flood Zone
 100.00000000
 100.00000000
 100.00000000

Legal Description
 THE PART OF LOT 10, PARCEL 01, OF ANY OF ANY 141.18 AC. BOW OR SCI. RR. RWY 153.94
 ADJACENT TO THE WEST PART OF THE PART OF THE PARCELS OF THE
 SAID PARCELS VARIOUSLY OWNED BY THE PROPERTY PARTNERSHIP WILL BE SEVERED
 INTO AN AREA W/AREP DEDICATED AREA.

Site Notes
 1. THE SUBJECT PROPERTY IS LOCATED IN THE SOUTH-EST CORNER OF A BLOCK OF LAND DEVELOPMENT
 2. THE PART OF LOT 10, PARCEL 01, OF ANY OF ANY 141.18 AC. BOW OR SCI. RR. RWY 153.94
 ADJACENT TO THE WEST PART OF THE PART OF THE PARCELS OF THE
 SAID PARCELS VARIOUSLY OWNED BY THE PROPERTY PARTNERSHIP WILL BE SEVERED
 INTO AN AREA W/AREP DEDICATED AREA.



US HIGHWAY 301
 F.U. 1-2
 F.U. 1-3

CONCRETE MEDIAN
 10'-HIGH ARCHITECTURALLY
 FINISHED SCREEN BUFFER WALL

PROPOSED 18'x8' SIGN
 SEE ENLARGEMENT VIEW
 FOR DETAILS

VEHICULAR ACCESS

PEDESTRIAN ACCESS

VEHICULAR ACCESS

PEDESTRIAN ACCESS

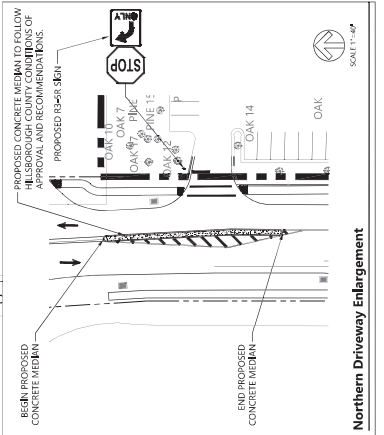
EXISTING POND

10'-HIGH ARCHITECTURALLY
 FINISHED SCREEN BUFFER WALL

EXISTING POND

EXISTING POND

FLORENCE AVENUE
 F.U. 1-4



Transportation Comment Sheet

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
CR 579 (Mango Rd)	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	159	33	36
Proposed	178	34	37
Difference (+/-)	+19	+1	+1

*Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
CR 579 (Mango Rd)/Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: October 16, 2023	Petition: MM 23-0281
Report Prepared: October 4, 2023	12315 579 Highway <i>East side of 579 Highway (Mango Road) and north of Florence Avenue</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Office Commercial-20 (20 du/ga; 0.35/0.75 FAR) Residential-1 (1 du/ga; 0.25 FAR)
Service Area	Rural
Community Plan	Thonotosassa
Request	Major Modification to Planned Development (04-1681) for a 9,800 square foot addition and five truck bays to an existing warehouse building
Parcel Size	44.34 +/- acres (1,931,450 square feet)
Street Functional Classification	579 Highway – County Arterial Florence Avenue – County Collector
Locational Criteria	Not applicable
Evacuation Area	None



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Context

- The subject site is located on the east side of 579 Highway (Mango Road) and north of Florence Avenue on approximately 44.34 acres.
- The site is in the Rural Area and within the limits of the Thonotosassa Community Plan.
- Most of the subject site (44.11 acres) has a Future Land Use designation of Office Commercial-20 (OC-20), which allows for consideration of up to 20 dwelling units per gross acre and a maximum Floor Area Ratio (FAR) of 0.75. Typical allowable uses in OC-20 include community commercial type uses, office uses, mixed use developments, and compatible residential uses. The remainder of the subject site (0.23 acres) has a Future Land Use designation of Residential-1 (RES-1), which allows consideration of up to 1 dwelling unit per gross acre and a maximum FAR of 0.25 subject to locational criteria.
- The subject site is surrounded by OC-20 Future Land Use to the north, east and west. A portion of the parcel immediately north is designated as Light Industrial (LI). RES-1 and Residential-6 (RES-6) are located to the south. Surrounding uses include light and heavy industrial to the north, east and west. Public utilities are located to the northeast. Mobile homes and single-family residential dwellings are located to the south.
- The subject site is zoned Planned Development (PD). In the general vicinity, the site is surrounded by PD zoning, Commercial, Intensive (CI) zoning, and Agricultural, Single-Family Conventional-1 (ASC-1) zoning.
- The applicant requests a Major Modification to Planned Development (04-1681) for a 9,800 square foot addition and five truck bays to an existing warehouse building.

Compliance with Comprehensive Plan:

The following Goals, Objectives and Policies apply to this rezoning request and are used as a basis for a consistency finding.

FUTURE LAND USE ELEMENT

Rural Area

Objective 4: *The Rural Area will provide areas for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment, with the goal that no more than 20% of all population growth within the County will occur in the Rural Area.*

Policy 4.1: Rural Area Densities *Within rural areas, densities shown on the Future Land Use Map will be no higher than 1 du/5 ga unless located within an area identified with a higher density land use category on the Future Land Use Map as a suburban enclave, planned village, a Planned Development pursuant to the PEC ½ category, or rural community which will carry higher densities.*

Land Use Categories

Objective 8: *The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.*

Policy 8.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Relationship to Land Development Regulations

Objective 9: *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

Policy 9.1: *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

Policy 9.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Neighborhood/Community Development

Objective 16: Neighborhood Protection – *The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.*

Policy 16.1: *Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:*

- a) *locational criteria for the placement of non-residential uses as identified in this Plan,*
- b) *limiting commercial development in residential land use categories to neighborhood scale;*
- c) *requiring buffer areas and screening devices between unlike land uses;*

Policy 16.2: *Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering, and screening techniques and control of specific land uses.*

Policy 16.3: *Development and redevelopment shall be integrated with the adjacent land uses through:*

- a) the creation of like uses; or*
- b) creation of complementary uses; or*
- c) mitigation of adverse impacts; and*
- d) transportation/pedestrian connections*

Policy 16.5: *Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.*

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

OBJECTIVE 12-1: *New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.*

Policy 12-1.4: *Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.*

Livable Communities Element: Thonotosassa Community Plan

Goals

1. *Community Control – Empower the residents, property owners and business owners in setting the direction and providing ongoing management of Thonotosassa’s future growth and development, toward a community that adds value and enhances quality of life.*

4. *Diversity of People, Housing and Uses – Maintain the existing diversity of housing types and styles. Provide for commerce and jobs but protect the community identity and limit the location, type and size of new businesses to fit the surrounding area.*

Staff Analysis of Goals Objectives and Policies:

The subject site is located on the east side of 579 Highway (Mango Road) and north of Florence Avenue on approximately 44.34 acres. The site is in the Rural Area and within the limits of the Thonotosassa Community Plan. The applicant requests a Major Modification to Planned Development (04-1681) for a 9,800 square foot addition and five truck bays to an existing warehouse building. The site currently operates as Southeastern Freight Lines truck terminal facility. Surrounding uses include light and heavy industrial to the north, east and west. Public utilities are located to the northeast. Mobile homes and single-family residential dwellings are located to the south.

The Rural Area is intended for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment. The proposed addition to the existing warehouse is compatible with the existing character

of development in the area as there are light and heavy industrial uses to the north, east and west. The proposed 9,800 square foot addition brings the total building square footage to 86,188 square feet. The Office Commercial-20 can consider a Floor Area Ratio (FAR) of 0.35 for uses that are not retail, and the proposal is well within the allowable FAR at 0.042. Therefore, the proposal is consistent with Objective 8 and Policy 8.1 which discusses what defines the character of each land use category.

According to FLUE Objective 9 and Policy 9.2, all development proposals must meet or exceed all local, state and federal land development regulations. At the time of uploading this report, County Transportation had no objection subject to conditions. No other agency objections have been filed into Optix as of October 4, 2023.

The proposed Major Modification is consistent with FLUE Objective 16, Policy 16.1, 16.2, 16.3, and 16.5, which establish the need to protect existing neighborhoods and communities. The proposed site plan includes a 10' high architecturally finished wall surrounding the development, and a 437-foot setback on the southern boundary which is closest to the residential uses. Stormwater ponds exist on the southern side of the site as well. Also, there is a heavily forested area on the southern boundary of the site which further helps ensure compatibility with the existing single family neighborhood south of Florence Avenue.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this area includes light and heavy industrial to the north, east and west. Public utilities are located to the northeast. Mobile homes and single-family residential dwellings are located to the south. Extensive site planning and mitigative measures have been taken to ensure that there are no adverse impacts to the residential uses to the south.

The proposed Major Modification meets the intent of the Thonotosassa Community Plan Goals 1 and 4. Goal 1 empowers the residents, property owners and business owners in providing ongoing management growth and development for the community. The proposed addition provides a growth opportunity for a business in the community that serves regional importance. Goal 4 outlines the desire to provide for commerce and jobs that fit the surrounding area and protect the community identity. Southeastern Freight Lines is an existing business that is already part of the community and is located in an area surrounded by similar uses to the north, east and west.

Overall, staff finds that the proposed Major Modification would allow for development that is compatible with the surrounding development and meets the intent of the Thonotosassa Community Plan goals. The proposed Major Modification would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

HILLSBOROUGH COUNTY FUTURE LAND USE

RZ MM 23-0281

<all other values>

Rezonings
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Major Roads
- Parcels

- WATER NATURAL LULC, Wet Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUVA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The boundaries and data are for informational purposes only and are not intended to be used for any purpose without specific approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge and belief. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 3/22/2023
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\Geo_H\Rezoning_Copy.mxd

